

REMARKS

Claim 1 has been amended by including in claim 1 the subject matter of claim 4.

The Examiner has rejected claims 1, 2, 5 under 35 USC 103(a) as being unpatentable over Yu (4 850 247) in view of Takahashi et al. (3 978 829), he has rejected claim 3 under 35 USC 103(a) as being unpatentable over Yu in view of Takahashi and further in view of Axmacher (6 523 512) and he has rejected claim 4 under 35 USC 103(a) as being unpatentable over Yu in view of Takahashi and further in view of Lammers (4 988 329).

Yu (US 4 850 247) discloses a Y-type planetary gearing structure with three centrally supported gears and two ring gears, and a number of planetary gears. Each planetary gear meshes with the first and second ring gears 2, 3 and the sun gear 1. The number of teeth of the first and second ring gears 2, 3 are different providing for a high transmission ratio between the input shaft and the output shaft.

Takahashi et al. (US 3 978 829) discloses a self-adjustable camshaft drive mechanism with a camshaft drive means which is rotatable relative to the camshaft and is driven by the crankshaft of the engine. A differential reduction gear unit is mounted on the camshaft drive for adjusting the angular position of the camshaft relative to the camshaft or, respectively, the crankshaft.

Lammers discloses a final drive assembly for transmitting power from a vehicle engine and transmission to a vehicle propulsion unit such as an endless track assembly via two serially arranged planetary gear assemblies which are disposed inwardly of the drive sprocket support member so that "the planetary assemblies are essentially free-floating".

In rejecting claim 4 the Examiner has stated that "Lammers teaches (planet wheels which) are substantially free floating and require no bearing to support the planetary set within the final drive housing (see column 2, lines 15-20)". This is not correct! Lammers does not disclose free floating wheels – and Lammers does not say so either. Rather it is said in Lammers that the planetary assemblies are free-floating. The planet gears are supported by mounting pins 58 and 70 respectively via bearing assemblies 60 and 72 respectively (see column 2, lines 60 to 67 and column 3, lines 9 to 12). The first planet carrier is firmly

mounted for rotation with the second sun gear 32 and the second planet carrier is firmly mounted for rotation with the tubular portion 82 of the sprocket support member 38.

It is noted that "free-floating" in Lammers apparently means that the planetary gear support structures are mounted at an axially displaced location that is not directly within the area around which the planetary gears are disposed – the planetary gears however are firmly supported by firmly mounted planet carriers 54 and 66 respectively – and neither these planetary gears nor their carriers are what one would normally consider to be "free-floating".

The Examiner is invited to substantiate his allegation that a modification of the device of Yu by implementation of the structural arrangement of the planetary drive for an endless track drive assembly of a bulldozer as taught by Lammers could possibly result in, or even lead to, a camshaft drive according to the present invention that is as now claimed in amended claim 1.

It is believed that claim 1 which now includes the subject matter of claim 4 is patentably distinct over the references cited by the Examiner and reconsideration of claim 1 as amended is respectfully requested.

Claims 2, 3 and 5 are directed to features which are considered to be advantageous in connection with the camshaft adjustment device as defined in amended claim 1. These claims are all dependent on claim 1 and, consequently, include all the features of claim 1 so that they should be patentable together with claim 1.

Reconsideration of these claims is respectfully requested and allowance of claims 1 - 3 and 5 is solicited.

Respectfully submitted,



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